Firemen Demand Dismissal of Those Who Refused to Strike.

NEW STOKE CREW ENGAGED

and Quantity of Lifesaving Apparatus.

Southampton, April 26.—The White Star officials announce that a new crew as promptly as possible. has been shipped without recourse to probably sail at daybreak.

Star liner Olympic, the firemen of which operators to sell their information might has been obliged to spend another day the future. He also, in reply to ques- the Frankfurt that he was a "fool" and and night off Ryde, Isle of Wight, the tions put by Senator Fletcher, gave a told him to "keep out." Cottam said that passengers aboard amusing themselves with kite flying and other pastimes.

A deputation of union firemen, after exhaustive tests in lowering, manning and rowing the collapsible boats, returned and reported all satisfactory with the exception of one, which after being in the water for two hours leaked. The company agreed to replace this with another boat, and the deputation came back with the intention of recommending the strikers to return to duty.

The three hundred strikers, however, had already dispersed, having announced that they would not sail on the more than one request from the scout Olympic, no matter what the result of the boat demonstrations might be, unless the eighteen men who remained aboard yesterday were removed.

This the company refuses to do, declaring that it will take the liner back to Southampton and lay her up rather than accede to any such demand. The to decide whether they will rejoin the Olympic. Meanwhile the company has secured 250 firemen from Sheffield and others from Liverpool and Portsmouth. and there is some expectation that the steamer will sail at 8 o'clock to-morrow

Hundreds of small boats crowded with sightseers surrounded the Olympic

day as she lay in the Roads.

A number of officials of the Board of Trade went aboard the liner to-day, and the vessel's enforced stay was utilized for the carrying out of lifeboat drills. the wooden lifeboats were lowered and the crew also practised with the col-

MAYOR'S FUND AT \$105,400

Brother of Colonel Astor's First Wife Sends \$300.

J. R. Barton Willing, of Philadelphia, brother of Mrs. Ava Willing Astor, the first wife of John Jacob Astor, who lost his life in the disaster, sent \$300 yesterday to the fund being collected for the Titanic

sufferers by Mayor Gaynor. The entire amount received by the Mayor Mayer's fund up to a total of \$105,400 20. In addition to the contributions to the general fund, a \$25 check was received for Harold Fride, who was the second Marconi opera- centage for its patents. The contract with

The largest contribution received yester day was \$1,000 from St. Thomas's Church. The proceeds of a collection taken up at burch of the Holy Trinity amounted asked Senator Smith. to 311 67 and St. Mark's Episcopal Church sent \$100 89. From the Levings Methodist Church, in Troy, came \$11.

The following contributions show the gen eral interest that is being taken in the fund: The Violet Club (a class of Settlement children), \$1 30; Forget-Me-Not Club (an organization of little girls of Genesee, N. Y.). "Baby Thomas F. Ellenbogen, \$1. Mayor Harrison of Chicago sent checks amounting to \$238 45 that had been received by him there.

Jacob H. Schiff, as treasurer of the Red Cross Society, reported that he received \$488 direct during the day, making the total amount so received by him \$16.211 47

BENEFIT FOR THE TITANIC

Several well known artists will appear at a benefit performance in aid of the sufferers of the Titanic disaster to be held at the Metropolitan Opera House next Monday evening. Enrico Caruso and Mme. Nordica will sing, and W. Bourke Cockran will be the principal speaker.

Arrangements for the benefit were com-Ritz-Carlton Hotel. The executive committee consists of Mrs. Benjamin S. Guin ness, Mrs. Otto H. Kahn, William Chan Mr. and Mrs. Pinchot, Mrs. Clews. Mrs. John Leslie, Mrs. W. Bourke Cockran. Mrs. Archer Huntington, Rawlins L. Cottenet, Miss Elsie De Wolfe and Frank

Among those who have already taken boxes are Mr. and Mrs. Clarence H. Mackay, Mr. and Mrs. Harry Payne Whitney, Cornelius Vanderbilt, Mr. and Mrs. Herbert L. Satterlee, Mr. and Mrs. Paul D. Cravath, Mr. and Mrs. Otto H. Kahn, Mr. and Mrs. Philip M. Lydig, Mrs. Richard Stevens, Mrs. Clews, Robert Collier, Willism K. Vanderbilt, jr., Jacob H. Schiff Mr. and Mrs. W. Bourke Cockran, Mr. and Mrs. Pinchot, Justice James W. Gerard. Mr. and Mrs. Felix M. Warburg, Frank Carvan and Mrs. Ralph Thomas.

WOULD CURB "SPEED MANIA"

Indiana, has presented to the Senate a protest from ex-Attorney General W. H. H. willer of Indiana against the "speed mania" of the day. The letter was suggested by the Titanic disaster, but Mr. Milier urges legislation to control the train schedules as well. He says:

on scarcely picks up a newspaper without reading of some railroad accident caused by this mania. It is entirely competent and in my opinion it is the duty of congress to legislate in such a way as to put a stop to the unnecessary and unreasonably high rates of speed, which can not and will not be done by any of the great corporations themselves. It is ordinarily more important that travellers should know the time of their arrival than that a few hours be saved, and it is a matter of common knowledge that a very large percentage of the fast trains do not and can not maintain their schedules.

granted them permission to sell their porter from a New York paper, who told story, but said he recalled the fact that him he had permission from Mr. Marconi "Jack" Binns had been paid a consider- to get his story. He was not satisfied able sum for the story he was able to with this, however, but got into com-Malcontents Satisfied with Tests tell after the accident to the Republic, munication with Mr. Marconi by teleand he thought these boys should enjoy the same opportunity. He declared he his story, which he did. He said he had was particularly anxious that the public stipulated no price, and none had been pathia were Marconi men, with Marconi should have the details of the disaster mentioned. He had received nothing for

Continued from first page

catastrophe had been sent to the Marconi company for general distribution. like that," and when the chairman sug-Southampton, April 25.-The White He conceded that permission granted the went on strike yesterday five minutes tend to the suppression of news, and before she was due to sail for New York, said he would discourage the practice in would have replied to the operator on brief and interesting outline of the con-

Talked with the Mount Temple.

Harold T. Cottam, wireless operator on the Carpathia, said he had been in communication with the Mount Temple during the Sunday evening before the sinking of the Titanic, and that about 10:30 p. m. he got "good night" from the operator on that ship, which he understood to mean that the operator was going to bed. He said he had received cruiser Salem asking for a list of the survivors, and some time after their receipt the captain of the Carpathia had replied, saying he had sent the lists of the first and second class survivors to shore and offering to send the list of third class passengers. Some time later, will meet to-morrow morning he said, he had sent off this list. He could remember nothing regarding a message asking information for the President of the United States.

No Money as Yet for His Story.

messages received from Sammis, he went to the Strand Hotel, in New York, and there waited for Mr. Marconi, but did not meet him. He did meet a re- ice's deputies are looking for him.

phone and received permission to tell it thus far, but expected to ultimately. Mr. Marconi admitted that it would Asked how much he expected to receive, the strikers and that the Olympic will have been better if a short story of the he said that he judged from Sammis's message that it ought to be "something

gested "four figures," he said "yes." Asked by Senator Smith if, had he been in Bride's place on the Titanic, he under like circumstances he would, and trol of wireless exercised by the British innumerable hypothetical questions did not shake him on that point. Mr. Smith would have the government refuse to tried in vain to impress upon Cottam the iniquity of such a course, devoting almost an hour to the effort, but apparently without success. Cottam said that Bride was trying to communicate with the Olympic, and insisted that the interruption of the Franfurt's operator was unwarranted and senseless.

Replying to a question by Senator Newlands, Cottam said he had more than he could do sending off messages pursuant to the orders of the captain and could not have sent any news regarding the disaster if he would. So receive messages that he and Bride to- the Californian and the Baltic gether, using the instrument continuously after the Titanic's survivors were taken aboard, were unable to dispose of all of them before the ship docked.

Several important witnesses whose names have not been divulged are being searched for. Lewis Klein, a Hungarian sailor, who claims to have been Cottam said that, pursuant to the aboard the Titanic, and who was subpoensed in Cleveland after he had related there a vivid story of his experiences, has disappeared and the commit-

WIRELESS OPERATORS TOLD TO SELL TITANIC STORIES

was the first witness called by the Titanic investigating committee to-day, explained the contracts of his company with foreign asked. governments. It would take, he said, at least eighteen years to carry out the contract for the extension of wireless in the British Empire. The company had the exclusive right to equip the British wireless stations, "so far as the courts protected its The entire amount of the patents in England." German ships and stations, he said, were controlled by company working in harmony with the

> company had nothing to do "How far could the station at Cape Race maintain communication with a vessel?"

Marconi company, which received a per-

Italy was a personal one with which the

"Between 400 and 500 miles in the day." answered Marconi, "and considerably over 1000 miles at night." Mr. Marconi said the apparatus on the

steamer Mount Temple had only a 200-mile radius. Senator Smith asked Mr. Marconi if there was any arrangement which gave an alarm Louise Pursch, \$2: Master on board ship when called by wireless. He said that on old equipment used on ships there was a bell arrangement, which did not work well, because it alarmed operators

> Then there is no alarm signal on instruments now?" "No, but it may be possible to devise

on all ships, as well as the one called.

one. "Then, unless an operator sits constantly with his receiver on his head he would not get a signal?"

"That is correct." "Then ships should have operators continuously on duty, you think?" "Yes, if the wireless is to be of service

to others, as in cases of distress." Mr. Marconi said that in England the pay of wireless operators ranged from \$1 pleted yesterday at a meeting held at the to \$12 a week, with board and lodging. Wages in America were slightly higher.

First Knowledge of Sinking

Mr. Marconi said he learned between 7-30 and 8 o'clock Monday evening, April 15, that the Titanic had sunk. His secretary Mr. Marconi. "I gave that permission as an furt operator answered the Titanic's had informed him. He learned on Tuesday evening about the rescue made by the Car

"I asked for further information," said the witness, "and was told by my operator that it would probably be impossible, because the Carpathia would be extremely busy with the messages of the captain and the passengers aboard."

He made no further attempt to reach the Carpathia, he said, because he did not care to exercise his authority to interfere with the operation of the wireless.

When the Carpathia docked in New York." Mr. Marconi continued, "I went directly to the wireless room and congratulated Bride, the Titanic's operator, on what Washington, April 25.-Senator Kern, of he had done. Cottam, the Carpathia's operator, was not there. He called me later on the telephone and asked mc whether he might give out a report of the wreck. I told him he might do so, under

the circumstances. Mr. Marconi added that there was an ironclad rule in his company's regulations prohibiting operators from acting as reporters. He said that under the British law it was a penal offence for an operator to send out any information on his own initiative. This, he said, probably was the reason why no reports of the disaster were pressed. forthcoming from the Carpathia on her way to New York after rescuing the Ti-

"Did you send a wireless to the operator

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any general information, they would be willing to pay him for his personal story." Asked Warships to Keep Out.

The witness was asked if the American Marconi Company had not requested United Marconi system. This was done, he said. after silence had been enjoined on all coast the Titanic or the Carpathia.

"Then," said Senator Smith, "your company had laid plans and had made preparations to get a monopoly of the news of the

"We undoubtedly would have got it first anyway," retorted the witness, "for the operators on both the Titanic and the Carmethods of sending.

How to bring about an international arrangement to prevent wireless interference was discussed at length, and Mr. Marconi referred to the Berlin convention, which is to meet again in June.

"The Berlin convention already has plan that would regulate the wireless of the world," said Mr. Marconi, "and next June I think much more may be done. To further regulate wireless, Mr. Marcor would have each government exercise control over wave lengths and issue licenses to different persons and concerns to use a certair wave length. When all available wave

Titanic's First Distress Call.

license more stations.

H. T. Cottam, wireless operator of the Carpathia, was questioned as to the distress messages sent from the Titanic. He reiterated the statements he made in New York, adding somewhat to the details. The first message of distress from the Titanic. he said, was:

"Come at once. This is a C Q D."

Cottam said he assisted the Titanic is ommunicating with other ships, because the Titanic operator said escaping steam aboard interfered with his instruments. He great was the pressure to get off and to told of getting in touch with the Olympic "Did you get in touch with the Moun

Temple?" asked Senator Smith. "Yes, sir; about 10:30 that night. gave me 'good night,' but I did not get her

The witness said he was in touch with six or seven ships that night, among them the Hellig Olav.

Senator Smith sought to learn whether the wave force furnished a clew to the tain Lord. proxindty or distance of the vessel from which the message came. Cottam said it intimately the strength of the sending operator's batteries and the style of the ap-"Did you receive a wireless from the

Chester"" Cottam was asked.

"Several, asking for a passenger list. "I took the messages to the captain, and he replied to the Chester later stating what names of survivors already had been forwarded. He told the Cheste that all but the third class passengers had and Sammis at the Strand Hotel and to been sent, and that the Chester could have them if wanted."

the President of the United States? No. It was only signed by the com mander of the Chester. He asked once about Major Butt."

Cottam said he worked almost continu ously from the time of the rescue until th up by the battleship Florida and sent to Carpathia docked. He said he was not in ommunication with the Marconi company that day, and on the day of the landing he or any one of the company

Senator Smith read the "keep said he did not know of it. He did remem her, he sald, receipt of the message signed Sammis promising the operators "mon ey in four figures" for their stories, and telling them "not to talk." He said Bride took it and he did not discuss the matter

Did Keep "Mouth Shut." "Did you keep your mouth shut, as directed?" asked Senator Smith

"Certain

"There was, but I was busy taking mes a representative of the British company, sages for passengers and in sending their we would not prevent any of the operators messages. The captain told me to ignore passing ships and to refuse all calls for We had the passengers to look

Asked whether there was any rivalry or the case of the Republic disaster, when Mr. enmity between Marconi operators and the operators of other systems, Cottam said there was some feeling. Senator Smith "Do you wish the committee to under- tasked if any feeling existed between the the Frankfurt which was said not to have responded promptly to the Titanic's "

"No. sir." said Cottam. "Furthermor the greatest sea horror of the world should the 'C Q D' should have been signal tional Mercantile Marine Company. be withheld from the world except through enough for the operator to have reported

Cottam declared he would have answered the operator of the Frankfurt the same way the Titanic did-"keep out, you fool"

"When only two hours is between life stand your motive. You, I think, are as. and death," said Cottam, "twenty minutes is a long time. I don't know what else but fool to call a man who was so foolish as to interfere with other communications to answer a 'C Q D' and ask 'What's the matter?' twenty minutes late.'

Did Not Enjoin Silence. An executive session was held after Cot

tam had testified, and when the committee resumed Senator Smith recalled Mr. Marconi, saying ;

"I desire to ask whether an officer, director or employe of the International Mercantile Marine, after the collision, asked you to enfoln silence on Bride, the Titanic operator, or Cottam, the Carpathia operator, as to the time or the manner in

"No request was made, and no order been he certainly would have ansewered was issued to stop any message," Mr. Marconi replied. "No such instructions of any sort or manner ever were issued." Senator Smith made this announcement

"I desire to say that some rumors have right to sell their stories. He insister that reached the committee that there is fricit always was his understanding that the tion and lack of harmony among the memnews of the disaster was not to be sup- bers of the sub-committee, and I have the concurrence of my assistants that the state

"Personally, I have never heard of the slightest friction. We are all proceeding in our own way to get at results. While some but I understand Bride received \$500 from of my colleagues have been absent at some of the hearings, I want the record to show that they are performing a public duty on never instructed not to give out news." I the Committee on Commerce and their abhave no knowledge whatever," he added, sence must not be noted as any indication of their failure to take active part in this hearing.

"I wish to say further that we have de "I saw him for a few minutes a little of the Titanic. It has been thought neceswhile ago, and I told him 'You know that sary, because of the large number of these men, to proceed with the hearing without I meant when I told the operator to take the attendance of the public, each member of something for a story was that newspapers the committee examining his quota of these men. This is done to expedite the hear-

Answers in the

BOOKREADERS' CONTEST

No. 142-The Lady Superior.

Watch To-morrow's Tribune for Correct Answer to

Picture No. 143.

Cable Ship, with Its Sad Freight,

States warships not to interfere with the ment was intense here this morning when a wireless message was received dispelling all hope that the Mackaystations not actually in communication with | Bennett would arrive to-day. The vessel is detained by fog. It is hoped she will

> with people whose sorrowful looks pro-claim them friends or relatives of the missing hundreds. Not in the memory of man has Halifax presented such a saddening spectacle of grieving people, hungering for tidings from off the water-

lengths in a given area were exhausted, he cable ship has tied up and unloaded her sorrowful freight.

tanic disaster until they reached port.

Saw Titanic's Signals.

When asked about a story printed to-day as the sworn statement of Ernest Gill, a second donkeyman on the Californian, Captain Lord and other officers of the boat made a very emphatic denial. Gill is quoted in his statement as saying that some time after midnight he saw rockets about ten miles away from the Californian on the

CONGRESS TAKING ACTION Considering Bills Due to Wreck. answer.

aster continues to inspire consideration in of measures calculated to prevent such ca-The House Committee on Merchant Ma

ine and Fisheries favorably reported to day the seamen's relief bill introduced by Mr. Wilson, of Pennsylvania. This is a labor union measure intended to abolish will go for you.' voluntary servitude on ships and to at tain a higher efficiency among crews. Mr. Mott, of New York, presented a bill

ation providing for the issuance to a ship's printed the number of the crew and a deription of the lifesaving appliances. Mr. Raker, of California, introduced a similar bill, and Mr. Cary, of Wisconsin, offered a fornian. Shortly after the Frankfurt quipped with wireless apparatus.

responding to an inquiry by Mr. Hitchcock, of Nebraska, expressed the opinion that a general bill would be formulated regulating the equipment of oceangoing vessels. Senator Shively urged action on a bill which he had introduced requiring two wireless operators on every vessel.

URGES LEGISLATIVE ACTION Titanic Loss Should Forfeit

Philadelphia, April 25.-Francis Tracy Tobin, a lawyer of this city, has sent to Governor Wilson of New Jersey a formal emand for a special session of the Legislature to take action for the revocation of the New Jersey charter of the Interna-

Mr. Tobin said he had been retained as ounsel by citizens, but would not say who they were. In his letter to the Governor he cited laws of the state bearing upon the question to show there was ample authority for such action on the part of the

negligence shown by the great loss of life in the sinking of the steamship Titanic" and "that the organization and business of the company is an unlawful and illegal combination in restriction of trade, its charter should be revoked."

the court to the effect that the Legislature St. John. had power to annul or amend charters or dissolve any corporation. He said further: "It is proper and right that such power

is vested in the Legislature, the direct representative of the people. Such a power vested in the Legislature should be called into existence in the present instance of this matter, which has shown the 'misfeasance or malfeasance' of the Internatransact and carry on its business in th

PUBLIC SHOULDN'T JUDGE YET

American Reports Unbelievable, Says Manager of German Line. Berlin, April 25.-Phillip Heineken, man-

received from America, which are unbe lievable and contradictory He utters a warning particularly against

fluence of strong emotion. He criticises the press for publishing indiscriminately such reports and quotes with approbation the recommendation of the British Admiral Sir Arthur Cyprian Bridge to improve the bulkhead system rather than to increase the number of lifeboats. A preliminary step toward the interna-

tional conference was taken to-day upon ship. the Emperor's initiative by the calling of a meeting for May 6 to be held at the Deartment of the Interior under the presidency of the Secretary of State. The meeting is to be attended by department offishipping companies, shipbuilders, marine

saving equipment, ocean routes, wireless telegraphy, bulkheads and speed.

THAYER MEMORIAL SERVICE.

second vice-president of the Pennsylvania Railroad Company, who lost his life in the wreck of the Titanic, will be held in the Church of the Redeemer, Bryn Mawr, Penn., next Tucsday afternoon.

what he had to say, without holding back any general information, they would be willing to pay him for his personal story." Gobbs Ship, with Its Sed Breight CAPTAIN OF MT. TEMPLE PICKS UP 205 BODIES SPEEDS TO WASHINGTON Cable Ship's Revised List Con-

This is preparatory to the investigation which will be held by the British authorities, who require attendance of all possible witnesses.

Two members of the Mount Temple's crew, the carpenter and the boatswain. are credited with indorsing what has been said by passengers. These men would not talk to reporters, but Police Officer Lee, on duty at Sand Point, declares they repeated to him last night statements similar to those made by other members of the crew, to the effect that they could see for a long time the Titanic's signals, and that certainly the officers on a higher deck must have been able to see the same signals. While these men and others like them are very positive in their declarations, and unhesitatingly discuss the affair with shore acquaintances, their reticence about making public statements leads to the belief that they may not be wholly re-One of the officers of the Mount

Temple, endeavoring to explain charges made against that steamer, states that the crew. there was only one man aboard who charges. The man thus referred to is Dr. Quitzrau, who, indeed, was the first to make the statements. Dr. Quitzrau was a steerage passenger who, because of the crowded condition of the steerage, was accommodated with quarters in the second cabin. The officer in question states that the doctor was found on the opinion that the majority will never comsaloon deck during the voyage, was asked what class of ticket he carried, and on replying that his ticket was steerage, was ordered from that deck. Leyland Line steamer Californian said to- He is now charged by this officer with night that he had received no summons to showing his spite by making untrue

Operator Noted the Time.

J. Durrant, Marconi wireless operator on the steamer Mount Temple, said tonight that it was 10:25 p. m. ship's time, or 12:11 New York time, when he caught the Titanic's first call. "Come at once," came the message; "have struck berg,

"As soon as I got the message I otified the captain," he said. "I did tagaveytia, Simon Sather, H. W. Ashnot call the Titanic again, because other ships, which I judged to be closer, were working, and I did not wish to jam them. At 12:21 I heard the Carpathia answer the 'C Q D' calls of the Titanic, Committees and Both Houses and at 12:34 I heard the Frankfurt "All this time the 'C Q D' message

ras being sent out incessantly from the ommittees and in both houses of Congress sinking liner, and at 1:06 I heard the Olympic answer the call. To this steamer the Titanic said: 'Captain says get your boats ready. Going down fast by the head.' Five minutes later the Frankfurt struck in with 'Our captain "At 1:21 the Olympic sent another

nessage, which the Titanic answered. saying. 'We are putting the women off in "It was 4:40 a. m. when we arrived a

also called me. About forty minutes later we caw the Carpathia and the Californian, with the Russian steamer Birma. There was also a tramp steamer emising about, but as she had no wire less we could not find out what she was. "As soon as I saw the Carpathia I asked for news of the Titanic, but got no reply. Other ships asked the same question, but she kept silent to all. It was not until 8:30 that the Carpathia

to the number of survivors. "At the time I received the first message I would judge the Mount Temple to be fifty miles from the Titanic's position, and when the big ship went down there were still twenty or twenty-five miles between us.

twenty boats. There was not a word as

Denial from Saturnia.

With regard to the statement that passengers on the Donaldson liner Saturnia saw the Titanic founder, there is absolutely no truth in the story. The Sa turnia was more than three hundred and efficiency, incompetency, carelessness and eighty miles distant from the Titanic at the time of the disaster and never even caught any of the wireless messages. Captain Taylor and his officers, who were comparatively near port at that time, heard nothing whatever about the wreck until their steamer was docked at

Captain Taylor's explanation is that ome of his passengers since reaching port have traced on the miniature chart furnished them the course of the Saturnia. By this means they have correctly reached the conclusion that the Saturnia passed within a very few miles of where the Titanic went down. But she passed tional Mercantile Marine Company to that point days before the wreck occurred, and at midnight on Sunday was four hundred miles to the westward. A formal statement to this effect was tonight issued by the Robert Reford Company, agents for the Donaldson Line. Strathcona, Alberta, April 25.-E. W. Zu-

rich, who crossed from Antwerp to St. John, N. B., on the Canadian Pacific Rail aging director of the North German Lloyd way steamer Mount Temple, made a statement here to-day concerning what was ob served from the Mount Temple at sea o the night the Titanic went down. According to Mr. Zurich, passengers on board the Mount Temple heard of the Titanic's distress at 12:15 o'clock on Monday morning when a wireless call for help was caught. Captain Moore at once headed for the Ti tanic, lifeboats being swung from davits and other preparations being made. The new course was not held long, how-

ever, says Mr. Zurich, because a great field of ice loomed up ahead. It was reported among crew and passengers, according to Mr. Zurich, that Captain Moore made no further efforts to penetrate the floes, as serting that he could not afford to take the risk of endangering the lives on board The statement of Dr. Quitzrau to th

effect that passengers and crew believed they could see the lights of the unfortunate Titanic is borne out by Mr. Zurich. With two companion passengers, he disobeyed cials, representatives of the transatlantic the captain's orders, which forbade passen gers ascending to the upper deck at any time. He is fairly positive that they say the masts of the Titanic, and he says he is not ready to accept the assertion that their ship was at least forty miles from the wrecked liner at the time. At any rate, he thinks the Mount Temple might hav reached the spot before the Titanic sank, and this supposition, he says, seems t have been entertained by others on board Mr. Zurich says also that the Moun Temple sighted immense fields of ice du ing Sunday and Monday.

tains Name of "L. Butt."

WIDENER'S IDENTITY SURE

Captain Not Expected to Remain at Scene, as He Thinks Ma. jority Will Never Rise.

A wireless message received yesterday at the offices of the White Star Line from the cable ship Mackay-Bennett contains a revised list of the identified dead picket up near the scene of the Titanic disaster The list showed several changes and make positive the identification of forty, including that of George D. Widener, the son of P. A. B. Widener, of Philadelphia

The Mackay-Bennett said 205 bodies had been recovered, but there was nothing to show how many of these bodies would b from the cable ship appeared the nar "Nihilschedig A. Butt." latest list this name is separated an appears as Nahil Schedid and L. But The second name, it is believed, is intended for Major Archibald W. Butt, President Taft's military aid. There is also a W Butt mentioned in the wireless, but this i thought to be the name of a member of The first message said the vessel had

could be suggested as responsible for the been drifting in a fox since Wednesday noon. It was signed by the ship's com mander, Captain Lardner, and read: "Drifting in dense fog since noon yester

day. Total picked up, 205. We brought away all embalming fluid to be had in Hall fax-enough for seventy. With a week' fine weather I think we would pretty we clean up relics of the disaster. It is m to the surface." Despite the wording of the message, it is not thought likely here that Captain Land

ner will remain near the scene of the dis aster for another week. In fact, it is be lieved that he will soon head for Halifax, A second dispatch received later in th "Bodies are in latitude 41:35 north, longi-tude 48:37 west, extending many miles east

wide berth. Medical opinion is death ha been instantaneous in all cases, owing to pressure when bodies drawn down in Those positively identified are: Marrott, Mrs. A. Robins, Louis M. Hoffman, George Rosenhire, John H. Chapman, W. Carbines, H. G. Reenberg, Ramon At W. H. Harbeck, Malcolm Johanson, A. O. Holverdon, Nicholas Nasser, Nahil Schedid,

L. Butt.

- Shea, Leslie Williams, A

and west. Mall ships should give this

George D. Widener, Leslie Gilinski, J. li Ernest B. Tomlin, Yosip Drageno Mrs. Mack, Mrs. N. McNamee, Catavela Vassilios, W. Vear, Mary Mangan, Willia Sago, James Farrell, Henry D. Hangen, James Kelly, Mauritz Adahl, Reg. Hal W. D. Douglas, J. R. Rice, G. Henckley (hospital attendant), and W. Butt, steward, SUNDAY'S NEW-YORK TRIBUNE

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tanic's survivors.

but you can depend on our Spring overcoats. If you like a little gaiety we have overcoats in

If you're keen on the very newest-Inverted-plait Back Overcoats, \$30.

to clear.

8:30 p. m.—Operators Carpathia and Tltanic—Arranged for your exclusive story
for dollars in four figures. Mr. Marconi
agreeing. Say nothing until you see me.
Where are you now? J. W. SAMMIS.

9 p. m.—From Sea Gate to Carpathia—
Go to Strand Hotel. No. 502 West 14th
street. And see Mr. Marconi.

9:30 p. m.—Sea Gate to Carpathia—Meet Mr.
Marconi and Mr. Sammis. No. 502 West
14th street. Keep your mouth shut.

(Signed) MR. Ma PCONI.

"What can you say about that, Mr. Mar "I don't know anything about

Mr. Marconi explained that this was not after. a rule of his company, but it was done in Binns, the operator, was permitted to sell

their stories.

stand that you approve that?" "Yes. I was anxious that the operators get something.

claimed, "do you mean that the details of an exclusive story told by one of your at once the distress of the vessel." I gave no instructions whatever,

withheld nothing."

Heard No President's Message. "Did you know of an attempt of the United States steamer Chester to get in communication with the Carpathia," asked

United States?" "I asked the operator about it and he told me that the Chester asked for a list of the survivors, and he told the Chester that it had been sent and then gave them some additional names. I also asked him if he had received any message from the President of the United States. He said no such which the accident occurred? message was ever received and if it had

Referring again to the subject of sellng stories, Mr. Marconi declared he felt that the experiences of Bride and Cottam just before the committee adjourned: were of such interest that they had the

"Do you know how much these operators ment is absolutely untrue. got for their stories?" asked Senator

Smith "I don't know how much Cottam got, New York newspaper.

Mr. Marconi said the operators "were

'about these messages that were intercepted by the Navy Department." "Have you talked to Sammis about it

'keep your mouth shut?" witness was "I did not." he replied. "Did you hear of such a message "Yes, from the newspapers. Told to "Keep Mouth Shut."

the Secretary of the Navy, as follows: m. Operator Carpathia Say. man, Marconi company taking good care of you. Keep your mouth shut. It's fixed for you to get good money. Do your best to clear.

Senator Smith read the messages picked

Marconi and Mr. Sour mouth shut. 14th street, Keep your mouth shut. (Signed) MR. MARCONI.

cont?" Senator Smith asked. those messages," was the answer. are not in phraseology that I approve. I of the disaster, was there not?" wish to say that I did tell Mr. Sammis, as making any money that they could out of

his story.

"But, Mr. Marconi." Senator Smith ex- Q D."

operators? but I did say that if the operators were offered money they could take it," said had it been his place to, when the Frank officer of the British company. With every Q D" call twenty minutes late. deference to you, sir, I do not quite undersuming that I ordered information with-

held. I wish to state that is wrong. I

Senator Smith, "for the President of the

I did not authorize those messages.' What and reporters would be so interested in ing."

Held by Fog. Halifax, N. S., April 25.-Disappoint-

arrive by Saturday night. The streets about the pier are thick

When the revised list of the dead was received by wireless it was scanned with hurried tear-dimmed eyes, by men and women in hotel corridors, on the streets, in every place where people gather. But the most affecting scenes were those witnessed about the pier. Many people who have been plunged into pitcous sorrew haunt the waterfront, camping there disconsolately, drawn, as it were, by a magnet of melancholy to the spot where the coffins will repose after the

The Hamburg-American liner Dartmund, from Bremen for Philadelphia, arrived here to-night short of coal. The captain reported having sighted the Mackay-Bennett on Tuesday, cruising slowly near a large iceberg. The steamer's boats were in the water, gathering up bodies from the Titanic. As the Dartmund is not equipped with wireless those on board knew nothing of the Ti-

LORD READY TO TESTIFY Californian's Captain Denies He Boston, April 25.-Captain Lord of the

testify before the Senate committee, but charges against the ship. that he was ready to go if wanted. "I could tell the committee in ten minutes all that I know about the matter," said Cap-

The Californian was nearly twenty miles distant from the Titanic at the time she sank, according to Captain Lord.

Washington, April 25 .- The Titanic dis-

framed by the New York Mayors' Associ- the boats,

asure providing that all lighthouses be In the Senate Mr. Nelson, of Minnesota,

Charter, Lawyer Writes Wilson. (By Telegraph to The Tribut

Legislature. He asserted that, owing to "manifest in-

Mr. Tobin quoted numerous decisions of

United States under the charter."

Company, to-day publishes an appeal asking the public to suspend judgment on the Titanic disaster until the Anglo-American investigations have been completed. He asks the public to disregard the reports

accepting the statements of passengers which, he says, are distorted under the in-

Questions to be considered include life

Memorial services for John B. Thayer,